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THIS IS UNEVALUATED INFORMATION

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- 25X1 1. [redacted] Side entrances to the harbor area are located at the Querkanal and at Silo # 1.
- 25X1 2. [redacted] The electricity plant was extensively damaged but has been completely rebuilt at its former location.
- 25X1 3. [redacted] typographical error. Sixth sentence should begin: "Since the beginning of 1952".
- 25X1 4. [redacted] The number of employees of the Volkswerft and the Reparatur Werkstatt fuer Logger in March 1952 was 9,000 including administrative personnel. These two yards are joined for administrative purposes, whereas the Schiffbau und Reparatur Werkstatt has its own direction. The Volkswerft is under the direction of a central office in the Haus der Gross-Schiffahrt Direktion, Leipzigerstrasse, Berlin.
5. The Volkswerft has been almost completely shut down since April 1952. The assembly lines are empty. In April almost 6,000 of the 9,000 employees received only ten percent of their full salaries. Some of the specialists who only recently arrived from Saxony were sent to the Fuerstenberg steel mill and to a mill located between Schoenebeck/Elbe and Genthin.
6. The morale of the workers is understandably poor. There is even open hostility. When a contribution of 3 percent of the salaries was requested for the reconstruction of East Berlin, the entire personnel refused. They said they might be prepared to contribute one percent of their salaries for the reconstruction of Stralsund, and then only for one month. As a result, five shipyard foremen were arrested by the police.
7. The newly built Volkswerft in Stralsund was erected after 1945 on what had been marshy land. In March 1952, it had four assembly sheds, each about 120 meters long. Two additional sheds are under construction. The repair docks do not belong to the Volkswerft.

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8. [redacted] The only two repair docks in Stralsund are located at the Schiffbau und Reparatur Werkstatt. These are floating docks or lifting arrangements for ships up to 3,000 tons. The Schiffbau und Reparatur Werkstatt is busy. There is even a night shift. Soviet navy vessels and craft of the Seepolizei are repaired here, as well as dredges, tugs, and communications vessels of the Waterways Administration. There are no large assembly sheds such as the Volkswerft possesses, only shops. The 1,000-ton ship similar to the "Vorwaerts" was brought to the Schiffbau und Reparatur Werkstatt from Rostock in a half-finished condition. In March 1952, the total number of employees including administrative personnel was 1,000.
- 25X19. [redacted] Eight new dwelling blocks have been built for shipyard personnel on the Reihestieg near the electricity works.
- 25X110. [redacted] The new gantry crane completed in January 1952 has a capacity of fifteen tons, not five as reported in reference.

Additional Information on Stralsund and Wolgast.

11. There is no unusual dredging going on in Stralsund. Two dredges regularly work the Hiddensee passage. The Ruden Channel is said to be dredged regularly.
12. The German Shipping and Transshipment Company (Deutsche Schiffahrts- und Umschlagsbetriebszentrale (DSU), plays the same role in military matters as the former German Marine Transport (Deutsche Seetransport) of the German Navy. The DSU is under the management of the Gross-Schiffahrtsdirektion, Berlin, Leipzigerstrasse. The DSU has branches in all commercial ports in East Germany, such as Rostock, Stralsund, Wismar, and Anklam. The DSU manages all People's Owned ships such as the "Vorwaerts", but is primarily concerned with inland vessels. The head of the Stralsund branch is (fnu) Behnke. He is 28 years old and comes from Wittenberg/Elbe. He is a SED official. The technical director is (fnu) Brandt, formerly with the Johannes Fritzen und Soehne Reederei in Stettin. The Stralsund office is located at Hafenstrasse 42.
13. There is a Seepolizei unit of about 500 men in Stralsund. The commanding officer is not a navy man and fulfills a purely political function. He has the rank of commander or captain, to judge from his uniform.
14. Wolgast. The new grain elevator in Wolgast has a capacity of 25,000 tons, the same as the former elevator which was dismantled by the Russians.